



## OCTOBER 2004 ENGINEERING AND RELATED SERVICES SOLICITATION

**Concluded: October 13, 2004**  
**D4 1A DUE: November 10, 2004**  
**\*\* Open to all Firms**

- A = Estimated Consultant Contract cost < \$100,000**  
**B = Estimated Consultant Contract cost > \$100,000 but less than \$1,000,000**  
**C = Local Unit of Government Selects Consultant**  
**D = Estimated Consultant Contract cost > \$1,000,000**

**Concept Definition Reports or Scope of Service narratives are included as supplements to this solicitation. They are current at the time of Internet publication but are subject to change. Click on the PROJECT ID for more detail.**

DISTRICT & SOLICITATION #	PROJECT ID	ANTICIPATED CONSTRUCTION COST	ANTICIPATED SELECTION DATE	ANTICIPATED PROJECT START DATE	ANTICIPATED PROJECT COMPLETION DATE	DBE GOAL ? (Yes or No)	LOCAL SELECTION? (Yes or No)	CONTACT PERSON	TELEPHONE #
<b>DISTRICT 4</b>									
D4 1A	1009-41-20**	N/A	1-Nov-04	1-Dec-04	1-Sep-05	No	Yes		
D4 1B	1053-09-06	N/A	1-Nov-04	1-Dec-04	1-Jan-06	Yes	No	Kelly Nicolaus	(715) 421-8051



## OCTOBER 2004 DESIGN ENGINEERING AND RELATED SERVICES SOLICITATION

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### TRANSPORTATION DISTRICT 4

#### Scope of Service Narratives:

##### D4 1A

##### **Project ID: 1009-41-20**

Stevens Point Area Long Range Transportation Plan - Travel Demand Model Development & Application  
(Stevens Point Planning Area)

(City of Stevens Point / Village of Park Ridge / Village of Plover / Village of Whiting / Town of Carson / Town of Hull / Town of Linwood / Town of Plover / Town of Sharon / Town of Stockton)

Portage County

Use the [DT1820 Special Consultant Solicitation NOI](#) created for this project. This solicitation is open to consultants who are NOT on the WisDOT's Roster of Eligible Consultants as well as to those who are.

Travel Demand Model – 2002 (base year); 2020 (intermediate year) 2030 (horizon/design year)

Portage County

Start: December 2004

End: September 2005

#### Project purpose & need:

The Wisconsin Department of Transportation is soliciting services for development and application of a small urban-area Travel Demand Model (TDM). The TDM will involve the following phases: past planning/modeling process review; model update; model base year validation process (2002); future year model calibration analysis (2020 and 2030); policy, technical and citizen advisory committees involvement; and application, analysis, and interpretation of “planned” alternatives which address transportation and land use needs identified, along with public involvement meetings to discuss the modeling process, to present initial traffic results and findings, and seek input for project recommendations for testing and evaluation of future improvement alternatives.

#### Project description:

The planning area boundary encompasses the entire city of Stevens Point, village of Park Ridge, village of Plover, village of Whiting and the town of Hull also includes portions of the towns of Carson, Linwood, Plover, and Stockton. The model area ranges from the CTH X/I39 interchange on the North end, CTH J along the Eastern edge, STH 54/I39 interchange on the South end, the USH 10/CTH E intersection in the Northwest and CTH P/CTH HH intersection on the Southwest edge. The approximate study area of the Stevens Point area is 140 sq. miles. [See map.](#)

A countywide comprehensive plan is currently being created to include the Stevens Point Urban Area. Work on the long-range transportation plan began in the spring of 1996. It was determined that transportation investments in this area should enhance mobility to anticipate the future needs within the region. Reduction in traffic congestion as measured by vehicle hours of travel (VHT) and vehicle miles of travel (VMT) are estimated to occur with the running of the TDM under various transportation and land use alternatives that address system deficiencies.

#### Deliverables:

The intent/objective of this TDM is to provide the Wisconsin Department of Transportation, local municipalities, other agencies and stakeholders with a comprehensive long-range plan and public involvement process that identifies the transportation issues and investment needs of the planning area, evaluates a range of



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### Transportation District 4 (cont.)

transportation highway alternatives that address these local and regional needs and concerns, and anticipates system deficiencies before they become unmanageable. The department envisions this study will subsequently be used to assist with the scoping, scheduling and budgeting of future transportation improvement projects in this area.

#### Consultant requirements:

- Experience with WisDOT transportation studies.
- Knowledge of socioeconomic projections.
- Knowledge of current & future transportation networks to include but not limited to:
  - Highways, bicycle and pedestrian systems, rail systems, and air systems.
- Experience with the public involvement process.
- Experience comparing estimated long range funding with estimated long-range needs.
- Knowledge of WisDOT & local municipality maintenance, preservation, and improvement needs.

#### WisDOT provides:

- Traffic data to include but not limited to, ADTs and traffic projections.
- O-D study for project area.

**All interested consultant firms are invited to attend a voluntary meeting on **Friday, October 15, 2004 at 9 a.m.** in Wisconsin Rapids Transportation District 4, Conference Room 124. The office is located at 1681 Second Avenue South, Wisconsin Rapids.**

**Consultants are not required to attend the October 15 meeting but are requested not to contact any department staff regarding this project aside from the meeting. Any such contact will adversely affect the selection of your firm.**

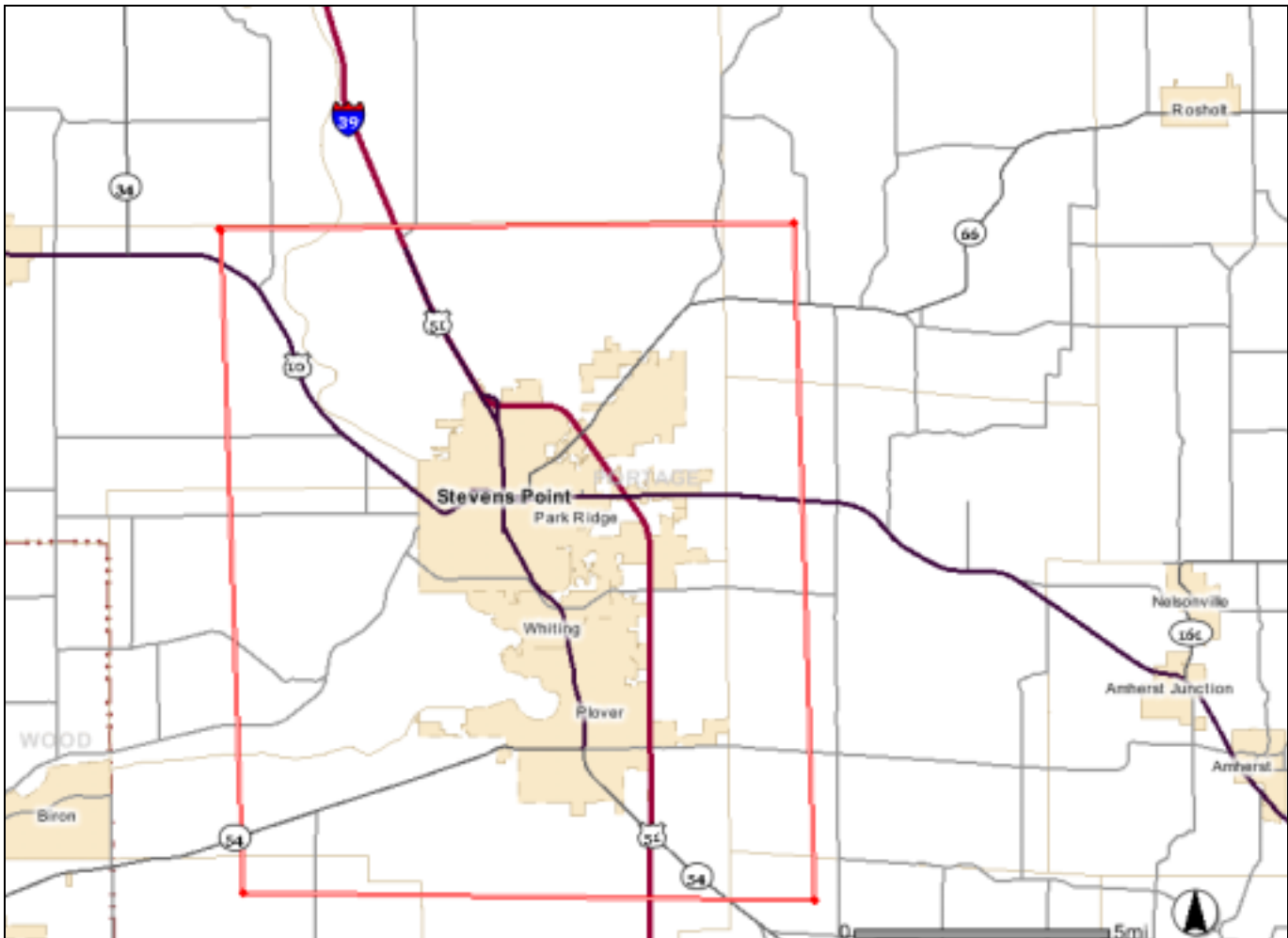
The contract price will be based on the selected consultant's actual costs plus profit. Actual costs will be defined as those costs allowable under the cost principles in Part 31 of Federal Acquisition Regulation (FAR). Consultant costs including indirect cost rates and cost accounting system will be subject to audit. Consultant firms that are unable to account for costs consistent with requirements of the FAR are not eligible to contract. Consultants selected will be required to either submit or have on file with WisDOT a Consultant Financial Report prior to contract execution. Information on the report may be found at <http://www.dot.wisconsin.gov/business/engrserv/caufinancial.htm>.



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### Transportation District 4 (cont.)

#### Stevens Point Urban Area





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### Transportation District 4 (cont.)

#### **D4 1B**

**Project ID: 1053-09-06**

STH 29 Corridor Plan-East

CTH Q – USH 45

Marathon County

Expected start: December 2004

Expected completion: January 2006

#### Project purpose and need:

STH 29 is a Corridors 2020 backbone route providing an important east-west travel and economic link between three urban areas: Eau Claire/Chippewa Falls, Wausau and Green Bay. The district currently does not have a long-range corridor management plan for STH 29. A corridor management plan will allow the district to provide better direction and information regarding the long-range plan for STH 29. Also, long-range planning is essential to preserve the corridor to meet future transportation needs.

#### Project description:

The project consists of developing a corridor plan to convert portions of STH 29 to freeway from CTH Q (near Ringle) to USH 45 north. The project will include designating this segment of STH 29 as a freeway under State Statute 84.295. The state and local communities will use the preliminary right of way map information to officially map the proposed improvements to preserve the corridor for the future conversion to a freeway facility.

#### Deliverables:

The intent of the project is to provide a corridor plan and preliminary roadway plans showing the delineation of right of way for the conversion of STH 29 to freeway as indicated in State Statute 84.295.

Upon satisfactory completion of this phase, the selected consultant may be awarded additional contracts to continue with the study west of the Wausau metropolitan region. Also, additional contracts may be awarded to develop future right-of-way plats for Wisconsin Highway 29 that is currently not deemed freeway under State Statute 84.295 within Marathon County.

#### Consultant provides:

- Corridor plan recommendations
- Recommendations for interchange locations and/or alternate access recommendations
- Design study report
- Environmental document (Type II Environmental Assessment)
- All agency coordination
- Utility coordination
- Public involvement
- Field surveys
- Preliminary road plans
- Preliminary structure sizing and type for profile and cost estimating purposes
- Preliminary right of way maps
- Preliminary cost estimates for construction
- Implementation plan.



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### Transportation District 4 (cont.)

WisDOT provides:

- Traffic data
- As-Built Plans
- Utility names and types

Consultant requirements:

Extensive knowledge and experience of freeway systems to include but not limited to:

- Access management, safety improvements, design criteria, federal & state policies.
- Knowledge of socioeconomic and environmental Impacts to communities with altered and limited freeway access.
- Knowledge of archeological/historical surveys and screening for transportation improvement projects.
- Experience with WisDOT recordable right-of-way plats.
- Awareness of the public involvement process accredited to instituting controversial transportation improvement projects.

Contact Kelly Nicolaus - WisDOT, DTD4, SPO-Planning at (715) 421-8051 if you have interest in the proposed project and recognize potential conflicts with the project scope and expected deliverables.